

Summary of NCFA Tour of EAATS 8SEP15

Aviation Training Battalion-Utility Comments:

1. Tour began with introductions in AASF#1 with a handoff from MAJ Zerbe. The team was introduced to LTC Clark, CSM Miller and MAJ Peters. We walked the team to EAATS HQ. We introduced ourselves and focused on the background and experience of the instructors. MAJ Peters spoke about AH-64 operations in Afghanistan and CW4 Adams spoke about his experience in Iraq. The focus was on the train-up and transition from UH-1 to AH-64A then AH-64A to AH-64D Longbow.

2. We moved to the simulators and discussed the fact that EAATS is the largest reserve component aviation simulation sight. We emphasized that we are the second largest aviation simulation sight outside of Ft. Rucker. In FY-14 the EAATS flew the following hours (UH-72-869.7, CH-47- 1,672.2, UH-60 - 5,588.4). We discussed the use of simulation for International Military Students (IMS). The biggest simulation issue discussed was our lack of a UH-60 TBOS or BAT. We emphasized our capability for UH-60 A/L training currently.

I informed the General that we have the capacity for a TBOS or BAT right now and highlighted the fact that our ability to instruct UH-60M pilot training would be facilitated by either of these simulators. We discussed the fact that a TBOS had been removed from EAATS and sent to New England. I discussed the backlog for UH-60M training at Ft. Rucker and stated that if there were a natural disaster, a terrorist attack or a pandemic at Ft. Rucker, the Army would no longer have a capability to produce M Model pilots.

3. The tour then moved to Bldg 19-300. Comments from ETC are below.

Enlisted Training Company Comments:

Nonrated Crewmember Flight / Standardization Instructor Course (ASIN1): ASIN1 (UH60) Class 15-008 Course and instructor introduction was completed by CPT Nathan Smith (Enlisted Training Company Commander). SFC Merrill (Enlisted Training Company Flight Platoon SGT) was conducting a block of instruction on the Aircrew Training Program (ATP) - Training Day 1 of the course. SFC Merrill fielded the following questions from the panel:

- 1) SFC Merrill background - assigned to EAATS / when certified as an instructor / how long assigned as an SI/FI: OCT 2002 (ADOS), AGR JAN 2003 / Boarded as instructor JAN 2003 / Assigned SI Duties in 2004.
- 2) Where do students struggle the most in the course: Systems I and II
- 3) How does the field do with preparation of students: Some units do better than others, EAATS has taken the initiative to send a detailed welcome letter and provide source documents as study guides to all attendees.
- 4) What is the mix of AC/RC in the current class: 5 of 6
- 5) How many seats were available for the current class: Six, the panel was informed that Ft. Belvoir (12th Avn) had been offered a shortfall seat which they subsequently filled (class is now 6/6 with one AC Soldier from Ft. Belvoir attending).
- 6) What is the graduation rate in this course: 80-85% (CPT Smith answered - source 5 year historical review of course records)

7) Students were asked demographic questions, notification for course attendance and deployment history: answered below as NAME, MDAY POS, X's Deployed, Location Deployed, notification prior to attendance.

-SGT E. Rodriguez, TECH, No Deployments, 2 Weeks Notification -SSG Vonbargen, TECH, 2/AFG, 1 Month Notification -SGT Francione, TECH, 1/IRQ, 2 Weeks Notification -SGT Mattox, TECH, 2/IRQ, 3 Months Notification -SGT Strasser, TECH, No Deployments, 2 Months Notification -SPC Eddinger, RA, 1/AFG, 12 Hrs Notification (SM was shortfall-was not present during NCFA visit)

8) SFC Merrill was asked what type of criteria students are required to meet to attend the course: LTR of Recommendation from BN CDR (O-5 or above), NVD qualified, Assigned to an N1 rated position (IAW TY16 ATRRS prerequisites), Current Flight Physical, Awarded F3 identifier (68W only), Qualified Active Army and Reserve Component (RC) personnel (E4/E5/E6/E7) with minimum 1 year as a UH-60 Crewmember (EAATS FM 49-1/POI/CMP). All prerequisites are currently being evaluated in conjunction with an update to the ASIN1 Course Management Plan and Program of Instruction.

9) 48 Quotas were available for this course in TY15.

A simulator walk through tour was then conducted primarily by LTC Clark and MAJ Peters.

From the CSM

1. Gen Ham asked for clarification of quota management in the NG particularly in regards to un-used NG quotas. We discussed that unused quotas are opened up for use at the 30 day window in most classes.
2. Discussion was also made as to the 75% fill rate we have managed this year despite a 43% funding rate.
3. As part of the quota utilization inquiry we further discussed the OASS and the ability of all COMPOS training at the EAATS along with the Active Duty Soldiers that do train here.
4. Discussed the CH-47F model training and the enhanced video training devices that are inbound.
5. Made a point to discuss the longevity of the instructors here at the EAATS vs anywhere in the Active Component schools with Gen Ham and the upside of retaining their expertise when they return as contractors.

Building 19-300:

Tour of 19-300 was primarily led by LTC Clark and CSM Miller and discussion was primarily focused on Enlisted Maintenance training. Topics discussed:

- When building was built / reason / uses / # of trainers / and reason/purpose for Aviation Maintenance Instructional Building (AMIB).
- A discussion on ARNG Training dollars allocation was held prior to observing training. LTC Clark and CSM Miller discussed EAATS Aviation training seat fill rate (approx. 75%) against training dollar allocation (43%) for TY15. The discussion lead into how/when shortfall seats open to the field and how they get allocated for fill. The conversation continued into application of the One Army School System and how EAATS is poised to accept this integration. There was also discussion about how FMS and other agencies are integrated when capacity allows.
- The tour continued to observe training and speak with instructors and students. SSG McAndrew was in the middle of the Main Rotor block of instruction for class 5552-15T2/30 UH-60 A/L Helicopter Repairer Transition Course, Class # 15-004.

- SPC Smith, SSG Bermudez were asked about what their expectations were coming into the course, quality of accommodations and chow, and how long the training was. Smith- said that he really enjoyed the training and that the accommodations were adequate. Bermudez agreed with Smith.
- Finally, 1SG Ayala directed the group's attention to the development of training aids and highlighted the UH-60 Fuel Cell Mock-up and the Rotor Brake Trainer. He introduced Mr. Dennis Gibson (S3 Inc.) who provided some background on the development of the trainers. He shared that he had 40 years of maintenance experience in the ARNG and an additional 5 as a contractor with S3 Inc. working at EAATS. Internal development of trainer cost savings of \$30,000 discussed applied to the Rotor Brake trainer being built in-house and was compared to a parts quote provided by Ft. Eustis.
- CPT Smith advised MG Gronski that our instructors utilized crash damaged components from two separate aircraft to build one additional UH-60 Remove and Replace trainer (aircraft 437) and how we use training aids to provide focused instruction and maximize student/instructor ratios as needed.

ETC Maintenance Course Load:

TY15

552-15T10: 112

552-15T2/30: 54

TY16

552-15T10: 48

552-15T2/30: 174

Additionally, I received the following feedback from LTC Hartvigsen who is a member of the Commission:

-----Original Message-----

From: Hartvigsen, Gregory B LTC DoD NCFA [mailto:gregory.hartvigsen@ncfa.ncr.gov]

Sent: Wednesday, September 09, 2015 2:30 PM

To: Peters, Phillip E II MAJ USARMY NG PAARNG (US)

Subject: RE: Contact

Pete,

I was really glad to see you yesterday and catch up, even as brief as it was. We have a trip to Hershey still on our list of things to do while we're here so we'll let you know when that happens.

You all did a great job yesterday, the trip was a big success, thanks. I'll check into a UH-60 AQC enroute as my end date becomes more clear.

Again, great seeing you.

Keep in touch.

Greg

LTC Greg Hartvigsen

Aviation Subcommittee Staff Co-Lead

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